

SUB-CONTRACTORS ARE NOW ARRIVING.

Grading Outfits Daily Passing Through Grantsville—Contracts For Forage and Supplies.

NEW DEVELOPMENT ON COAST.

George Gould Already Building His Line From San Francisco to Los Angeles to Fight S. P.

Grading outfits of sub contractors have been passing through Grantsville this week en route to their assigned sections on the grade of the Western Pacific. The first outfit went through on Tuesday and consisted of 16 wagons and 20 residents of Springville. Among those who are contemplating taking subcontracts and are going over the ground is Bishop John Russell of St. John's, Rush Valley, who proposes to undertake five miles of grading between the big spring at the point of the mountain and Hog's Back, about 15 miles northwest of Grantsville. Mr. Flinders, a Grantsville merchant, has placed orders for 400 tons of hay to supply the camps in the vicinity and has also secured the contract to furnish provisions for the men.

The residents at Grantsville are elated over the coming of the Western Pacific, and the demand for all their surplus produce, which has already set in. While the road will not pass through Grantsville, at the same time it will be nearer than the Salt Lake Route by about half the distance. The survey passes Grantsville to the north some 5 1/2 miles away.

As things are at present, Grantsville is not greatly smitten on the grading road facilities. There are no accommodations for passengers and freight at Media, the nearest point on the San Pedro from Grantsville. Passengers have to stand out in the open without shelter, and the freight is dumped from the cars on to the Salt Lake trail to await the arrival of the owner. Owing to this a number of articles have been stolen by tramps.

TO PARALLEL HARRIMAN ROAD.

While active construction has commenced in Utah this week on the Western Pacific, George Gould is said to be equally active in California. According to today's Associated Press dispatches from San Francisco, a special dispatch to the Examiner from Los Angeles says:

George Gould is already building his line from San Francisco to Los Angeles, which will form a portion of his Western Pacific system.

Where his efforts are to be seen in the construction of the Lakeside and Ventura railway, now being built from Oxnard, in the direction of this city. The line is supposed to be for an electric road, but is being constructed with heavy steel of standard gauge, so that it can easily be converted into a standard gauge. It was rumored that Henry T. Oxnard was behind this enterprise, but this has been officially denied.

From an authoritative source, the statement comes that the road is a part of George Gould's plan to practically duplicate the Southern Pacific system in California.

NEW STOCK YARDS.

Salt Lake Route Announces Completion of Pens at Las Vegas.

The traffic department of the Salt Lake Route announces the completion of some up-to-date stockyards at Las Vegas. The yards consist of 10 big pens, each furnished with adequate watering facilities, and combined will hold about 25 carloads of stock. Considerable stock is being shipped out of the section and the new yards fill a want.

HARRIMAN VS GOULD.

Southern Pacific to Inade Rio Grande Territory Into Denver.

The Southern Pacific is preparing to invade Rio Grande territory at the east end of the system, presumably in retaliation for the move in Western Pacific at this end, is the word brought from Denver by a local railroad man, who has just returned. According to his story there are several crews of engineers in the field working on a line to parallel the Rio Grande from Durango to Denver. The survey from Durango to Canon City has been completed, and engineers are now engaged in running a line from that point into Denver. With this line built the Harriman route will be able to swing a circle around Denver and Colorado generally.

This announcement throws some light on the feverish haste shown by the Rio Grande in completing and opening the branch line out of Durango to Farmington, and the announcement made a few days ago by Vice Pres. Schickels that the Rio Grande intended to build a standard-gauge line to Creede to connect with the standard-gauge system.

Hidden back of this announcement is the fight to a finish of Gould and Harriman. It means that the Rio Grande must continue its Farmington line toward El Paso to grasp the Mexican business, and that the Southern Pacific knows this move and seeks to forestall it by building into Denver. It means practically two roads between Denver and Mexico.

WRECKS IN WYOMING.

Chapter of Fatal Accidents on the Colorado & Wyoming R. R.

(Special to the "News.")

Guernsey, Wyo., Sept. 29.—Late reports from the scene of a fatal wreck on the Colorado & Wyoming railroad, near here, show that the runaway car loaded with iron ore got away from the engineer and derailed on the yard.

FREE BOOKLET ON BRIGHT'S DISEASE AND DIABETES.

We desire to place in the hands of those afflicted with Bright's Disease or Diabetes a 32-page pamphlet that is saving human lives. It is not an ordinary pamphlet, but is principally made up of reports of scientifically conducted tests in a large variety of cases, showing 87 percent of recoveries in these hitherto incurable diseases.

This booklet is for thoughtful people—people who can discriminate between common patent medicine literature and a carefully prepared report of a patient, serious and profoundly important investigation.

The specifics employed in these tests are known as the Fulton Compounds and the results obtained prove conclusively that these dreaded diseases so long fatal have at last yielded to medical science. The pamphlet is free. F. J. Hill Drug Co., Local Agent, Salt Lake.

When to suspect Bright's Disease—weakness or loss of weight; puffiness ankles, hands or eyelids; trouble after the third month; urine may show sediment; falling vision; drowsiness; or more of these.

In Diabetes the distinguishing feature is weakness with great thirst and at times voracious appetite.

"I GUARANTEE TO GROW HAIR."

To Prove It, I Send a Trial Package Free By Mail.



My discovery actually grows hair, stops hair falling out, removes dandruff and itching, cures itching scalp, and restores color to thinning scalp, eyebrows and eyelashes, and quickly restores gray or faded hair to its natural color. Write today.

Cut Out This Coupon

For this offer may not appear again. Cut out the blank and mail it to J. P. Stokes, Mgr., 430 Post Building, Cincinnati, Ohio, enclosing a 2-cent stamp for each order. I have never tried Foss Hair and Scalp Remedy, but if you will send me a trial package by mail, prepaid, free, I will use it.

Give full address—write plainly.

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Dr. Drake and Geo. Bible of the Rock Island passenger department return from Denver tonight.

General Superintendent E. Buckenham of the Oregon Short Line, has gone to Omaha on a brief trip.

Assistant General Passenger Agent D. S. Spencer of the Short Line, has gone to Twin Falls on a business trip.

Vice President and General Manager W. H. Hancock of the Oregon Short Line is on the Twin Falls branch today.

Effective tomorrow the new equipment in the Overland Limited will be in service on the Chicago & Northwestern.

George L. Alley, general baggage agent for the Oregon Short Line, has gone to Sparks on a business trip over his new territory.

General Freight and Passenger Agent (chief) of the Salt Lake Route passed through Salt Lake this morning on his way to Chicago.

All trains from the east over the Rio Grande are indefinitely late today, owing to several washouts on the desert west of Green River.

Traffic on the Sunnyside branch today is delayed by a washout. A big force has been dispatched to the scene and the necessary repairs will be made by tonight.

W. O. Jones, the Ogden labor agent, has opened an office here with G. J. Fernes of Ogden in charge. Jones expects to get in on the Western Pacific call for laborers.

According to the Los Angeles Times, the Salt Lake Route is contemplating crossing the river into the "business" section of Los Angeles, and may eventually run trains into the Arcadia depot.

Kenneth C. Kerr, traveling passenger agent for the Salt Lake Route, has returned from a three-weeks' trip to British Columbia and the leading cities in the three coast states in the interest of advertising his road.

J. M. Fulton, division freight and passenger agent at Reno, is in Salt Lake today consulting with Messrs. Reeves and Burley regarding his duties. During the reconstruction of the Carson & Colorado road Mr. Fulton was superintendent in charge.

According to rumors in San Francisco W. R. Scott, who was recently taken by Mr. C. L. Smith to the coast from Ogden as superintendent of the Southern Pacific's western division at Oakland, is to be made assistant general manager of the company, with headquarters in San Francisco.

In attempting to freeze out the Virginian Trucking company, to prevent Short Line, which owns the Hazen cutoff, and the Nevada and California lines, in interfering with the mail and express service to the great inconvenience of the people and the Carson business men intend to appeal to the postal authorities to have the trouble remedied. Reno and Tonopah business men will be urged to assist in presenting matter to the government authorities and as these two places are also suffering from the present mail service they will probably join with Carson in the matter.—Reno Gazette.

Old Dutch china at Z. C. M. I. See It.

TODAY'S REALTY TRANSFERS

Israel Spitz to John P. Cahoon, w. & s. w. 2 1/2, 3 1/2, 4 1/2, 5 1/2, 6 1/2, 7 1/2, 8 1/2, 9 1/2, 10 1/2, 11 1/2, 12 1/2, 13 1/2, 14 1/2, 15 1/2, 16 1/2, 17 1/2, 18 1/2, 19 1/2, 20 1/2, 21 1/2, 22 1/2, 23 1/2, 24 1/2, 25 1/2, 26 1/2, 27 1/2, 28 1/2, 29 1/2, 30 1/2, 31 1/2, 32 1/2, 33 1/2, 34 1/2, 35 1/2, 36 1/2, 37 1/2, 38 1/2, 39 1/2, 40 1/2, 41 1/2, 42 1/2, 43 1/2, 44 1/2, 45 1/2, 46 1/2, 47 1/2, 48 1/2, 49 1/2, 50 1/2, 51 1/2, 52 1/2, 53 1/2, 54 1/2, 55 1/2, 56 1/2, 57 1/2, 58 1/2, 59 1/2, 60 1/2, 61 1/2, 62 1/2, 63 1/2, 64 1/2, 65 1/2, 66 1/2, 67 1/2, 68 1/2, 69 1/2, 70 1/2, 71 1/2, 72 1/2, 73 1/2, 74 1/2, 75 1/2, 76 1/2, 77 1/2, 78 1/2, 79 1/2, 80 1/2, 81 1/2, 82 1/2, 83 1/2, 84 1/2, 85 1/2, 86 1/2, 87 1/2, 88 1/2, 89 1/2, 90 1/2, 91 1/2, 92 1/2, 93 1/2, 94 1/2, 95 1/2, 96 1/2, 97 1/2, 98 1/2, 99 1/2, 100 1/2, 101 1/2, 102 1/2, 103 1/2, 104 1/2, 105 1/2, 106 1/2, 107 1/2, 108 1/2, 109 1/2, 110 1/2, 111 1/2, 112 1/2, 113 1/2, 114 1/2, 115 1/2, 116 1/2, 117 1/2, 118 1/2, 119 1/2, 120 1/2, 121 1/2, 122 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